

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY	USSR	REPORT	
SUBJECT	Railroads in the USSR	DATE DISTR.	28 DEC 1954
DATE OF INFO.		NO. OF PAGES	2 25X1
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	

This is UNEVALUATED

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

1. In Karelia the railroad is called the Kirov line. It is single-tracked and not electrified. It is not far between stations; the train stops from three to five minutes at the small stations, but at the larger ones, where the train takes on water or changes locomotives, the stops last up to 25 minutes. Such is the case in Idel (sic), Medvezhegorsk, and Lizhma. The trains stop longer in the cities. In Petrozavodsk (N 61-49, E 34-20), for example, trains stop 30 to 40 minutes. The express train does not stop at all at the small stations such as Sosnovets (N 64-27, E 34-29), but mail trains make all the stops. 25X1
2. On all trains hang signs which show the train's route, for example, Leningrad-Murmansk, Leningrad-Kem, Moscow-Murmansk, etc. These signs are hung on the first class section.
3. All trains have two conductors working in shifts. To take a seat in a car at any station, one must show the conductor his ticket. If it is a first class or reserved seat ticket, the conductor holds the ticket during the whole trip. The conductor, in turn, is checked by the so-called train controller, who accompanies the train and is the conductor's superior. At the traveler's request, the conductor may return the ticket just before the end of the trip.

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4. Passengers traveling common class (without reserved seat) often have their tickets checked between stations, since stowaways in this class occur. As a rule these are apprehended, fined on the spot, and put off the train.
5. Travelers on official business need no ticket, since the official business travel authorization is turned in at the ticket window, where the price of the trip is entered on the authorization. This serves as a ticket. If the traveler wishes, however, he may request that a ticket be issued.
6. In the event of a long trip with change of trains, the passenger may get a through ticket issued. This is also somewhat cheaper. At the stations where the changes are made, these tickets are stamped before one can board the train. Passengers in transit have priority in the queue at the ticket window. The stamping is free, but a seat ticket must be purchased for each part of the trip, if desired.
7. In summer all trains are crowded, because of vacation travelers, but in winter there is plenty of space available. For a trip to the Yessentuki (N 44-03, E 42-51) recreation area in 1953, it was hard to get tickets, but by showing a recreation card one could get a ticket without standing in the queue. The price of a ticket from Sosnovets to the Yessentuki station with all the extras, seat ticket, etc., came to about 250 rubles.
8. There is a train direct from Leningrad to Kislovodsk (N 43-55, E 42-43); but tickets for this train were not to be had in 1953, and it was necessary to go by way of Moscow, where there was no trouble in getting a ticket for the direct Moscow-Kislovodsk train. Train time from Leningrad to Moscow is about ten hours; from Moscow to Yessentuki, about 48 hours. On this trip, tickets were often checked, but other papers not at all.
9. The Leningrad-Moscow line is double-tracked but not electrified. The stretch from Moscow to Kislovodsk is also double-tracked, and electrified from Mineralnyye Vody (N 44-12, E 43-08) to Kislovodsk. There are dining cars on these trains.
10. There is only one railroad in Kazakhstan, the Saratov-Uralsk-Chkalov line, which is single-tracked but, not electrified. In Siberia the railroad is double-tracked but not electrified. The stations seem very close together, and the train stops at every one.
11. The Five-Year Plan adopted at the meeting of the Supreme Soviet, USSR, in 1946 included a decision to build a West Karelian railroad. This was to run northward along the boundary and connect Sortavala (N 61-42, E 30-41) with the Kirov line by way of Kestenga (N 65-50, E 31-50), Loukhi (N 66-05, E 33-05), or Kandalaksha (N 67-10, E 32-25). At the 1947 or 1948 meeting, the deputy from the KFSSR (former First Secretary of the Party's Central Committee in the KFSSR) reported that up to that time no work had been done on that line. There has since been no talk to the effect that construction has been begun.

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